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1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
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10.30 a.m. to 12.00 Noon. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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PLAIN ASH FOR CLUB USE ... \$1.75
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One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

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Also well-known makes as the
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[1529]

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Grass Cloth. All kinds of Silk of best quality,
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Hongkong, 25th December, 1909. [1432]

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Every Comfort.
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CHARGES MODERATE, AND NO EXTRAS.
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Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [1434]

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APPROACH FROM KENNEDY ROAD AND
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throughout. Billiards, Tennis, Croquet,
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Hongkong, 4th December, 1907. [1444]

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Terms, Just right!
Mrs. W. H. EMBERLEY
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Hongkong, 1st November, 1909. [1328]

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SITUATED ON THE BRITISH CONCESSION.

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Both Hotels electrically lighted, and under
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GUIDES AND CHAISES PROVIDED.
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Cable Address—"BOA VISTA."
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Special Designs for Table Decorations.

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HONGKONG, 13th December, 1909.

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Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.

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DEATH.

On December 28th, at Paochow, DINSHAH J. PETTIGRAVE, aged 45.—Bombay, Shanghai and Japan papers please copy. [1972]

HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, DECEMBER 30TH, 1909.

A VERY satisfactory defence seems to have been made by the Japanese Government to the allegation contained in a recent official report to Washington by Mr. F. D. CLOUD, who until quite lately was the American consular representative at Mukden. Mr. CLOUD's statements suggested that Japanese goods are being smuggled in enormous quantities into Manchuria from the leased territory of Kwantung, and that the trade of other foreign merchants in Korea is greatly handicapped on this account. It is confusing to have two large tracts of territory in China bearing the same name, and it may be well to state that the Kwantung mentioned in this article is not the neighbouring province, of which Canton is the capital, but that part of Manchuria leased to Japan. The Consul quoted statistics from the Chinese Customs returns for 1908 to support the view he adopts, that extensive smuggling is being practised by the Japanese. Thus, we are told that these returns show the total value of goods directly imported from foreign countries into Manchuria at Dairen in 1908 was Tls. 17,205,936. Of this amount goods to the value of Tls. 4,645,079 only found their way into the interior by rail, and it follows that 12,570,857 mels' worth ostensibly remained within the boundaries of the leased

territory of Kwantung. Mr. CLOUD, however, infers from the sparsity of the population of that territory, that all these goods could not possibly have been needed for Kwantung; and that, therefore, the greater portion of them must have been smuggled from Kwantung into the interior of Manchuria by rail. The Consul surely could scarcely have realised the gravity of the attack he was making, all too recklessly, on the honesty and good faith of the Government of Japan, or he would have been careful to make sure that his damaging inference was a perfectly sound one. He, however, appears to have taken no pains whatever to examine his conclusions. The Foreign Office in Tokyo, in a communication to the Press, shows conclusively that Mr. CLOUD's deductions from the Customs totals are entirely fallacious. There were sound reasons apparently why only one-fourth of the goods imported at Dairen should have passed over the borders of Kwantung into the interior of Manchuria. Mr. CLOUD's report overlooked the fact that upwards of 70 per cent. of the imports consisted of railway material, industrial machinery and building material. Practically the whole of this was needed in the leased territory of Kwantung, and the interesting note is added that 99 per cent. of the Railway Company's requirements (reaching in value 12,000,000 taels) came from America. There is little or no industrial enterprise at present outside the territory leased to Japan, and though the population is small in comparison with that for the whole province of Manchuria, the industrial developments and the railway conversions and double tracking which have been taking place would seem to fully account for three-fourths of the imports (judged by their value) being consumed in this comparatively small part of the province. If smuggling of the kind suggested in the Consul's report had really been taking place, some support for the contention might be looked for in the imports from other countries, which are presumed to have suffered. Foreign goods for the interior of Manchuria pass usually through Newchwang, and last year, when all this enormous smuggling was assumed to have taken place, we find that the imports at Newchwang showed an increase of 50 per cent. over the returns of the previous year. There is therefore no substantial support for Mr. CLOUD's suggestions of Japanese smuggling on a very extensive scale, and the significance of the Customs statistics noted by the Consul is shown to have a very simple and apparently a quite satisfactory explanation.

H.M.S. Kent left Singapore for Hongkong on Tuesday.

The English Mail of the 27th November was delivered in London on the 28th inst.

The Japanese Consulate has removed into Messrs. Arnold, Karberg and Co.'s Building.

We regret to learn that Mr. Frank Smyth, who is at home on holiday, has had the misfortune to break his leg while skating.

A large launch will leave Kowloon Police Pier at 2.50 p.m. on Friday to convey guests to the dance on board the Tamar.

A Japanese company has been formed to work mica mines in Korea. Mica has only recently been discovered in Korea.

Mr. S. Biney, 4, Peak Road, reports to the police that he left on the first train in Bowen Road a rhinoceros horn walking stick valued at £5.

Two Japanese were at the Magistracy fined \$100 each or undergo six weeks' imprisonment for having stowed away on the U.S. Prinz Sigismund.

The Commander-in-Chief, the Captain and Officers of H.M.S. King Alfred have decided to give a dance in the City Hall on Monday, February 14th. The cruiser leaves for home at the end of February.

The hearing of the charge under the Bankruptcy Ordinance against Moosa Ibrahim, an Indian draper, was continued at the Magistracy yesterday before Mr. E. R. Hallifax. Documentary evidence was given and the case again remanded.

The Hon. Mr. Hazeland sat at the Magistracy yesterday to resume the hearing of the charges against certain Chinese merchants of having infringed certain trade-marks with respect to pills. The case has been pending for months and was again remanded.

For selling opium which purported to be the Opium Farmer's and bore labels identical to his a respectable Chinese was at the Magistracy yesterday ordered to pay a fine of \$250 or go to prison for three months. Mr. Hogarth, the chief justice officer, caught the defendant in the act of selling the opium.

A Rifle League has just been formed in Hongkong. Mr. M. S. Northcott has been appointed hon. secretary, and the subscription has been fixed at \$10 per annum. The rules of the League are now in print, and may be obtained shortly from the hon. secretary. The Committee hope to raise sufficient funds for a trophy.

The Austrian cruiser Kaiserin Elisabeth arrived in port yesterday.

The profit earned by the South Manchurian Railway during the half-year ended September 30th was yen 1,685,866.

This year's output of beans in Manchuria is estimated as being worth Y100,000,000. About 40 per cent. of the output is taken by the bean-oil mills, and the rest exported.

Thirteen goldsmiths and a woman were arrested by the police at Circular Pathway on Tuesday night for gambling. At the Magistracy yesterday the three men were fined \$30 each and the woman \$25 each.

We have received copies of the programme for the annual race meeting which takes place at Happy Valley on February 15th, 16th and 17th. There are, as usual, ten races each day. The training is now in progress and entries close on the 15th prox.

The Bishops who assisted the Archbishop of Canterbury in the consecration of the four new Eastern bishops early this month at Westminster Abbey were the Bishops of London, Southwell, Lichfield, Birmingham, Liverpool, Stafford, Jarrow, and Bishops Montgomery, Evington, Fyson, and Corfe.

The Kowloon Cricket Club announce the usual Children's Sports at King's Park, Kowloon, on New Year's Day and give an open invitation to the children of the Colony and their parents. This is the fifth year in succession that the Club has arranged for Children's Sports, and the event grows more popular every year. H. E. the Governor has kindly promised to attend and present the prizes to the winners in the races.

The fine steam yacht Isolda, belonging to Commander Morton F. Plant, is on her way to an extended trip in Eastern waters, having left Southampton on November 20th. The yacht is proceeding via Gibraltar to the Mediterranean, calling afterwards at Colombo, Calcutta, Rangoon, Penang, Singapore, the Dutch East Indies, Borneo, the Philippines, Hongkong, Shanghai, Nagasaki, Moji and Kobe. On the return journey she will also call at Singapore.

Before Commander Basil R. H. Taylor, R.N., at the Marine Magistrate's Court yesterday, Captain Downs, master of the sailing ship Juteopota, charged B. Franklin and J. J. Edwards, seamen, with wilfully disobeying lawful commands. On hearing the evidence his Worship considered the charges proved, and sentenced each of the defendants to imprisonment for seven days with hard labour, or until the ship sailed, and ordered each to forfeit two days' pay.

The five principal cement companies of Japan and some of the minor ones are reported to have concluded arrangements for forming a trust, so as to resume their business, if possible, from its depressed condition. The cessation of new industrial enterprises has hit the cement companies hardest of all, not only because the demand for their product has been lessened, but also because its price has fallen. They are said to be now planning to increase their exports to Australia and Vladivostok.

By kind permission of Major H. C. B. Dann and Officers of the Band of the 105th Mahratta Light Infantry will play the following programme of music at the King Edward Hotel during dinner to-morrow (weather permitting):
Priests' War March from "Athalia" M. de Loeu
Copies "Echo des Batailles" Kling
Two Steps "Arta Wannah" Morse
Selection "King of Sodom" Jones
Valse "The Barcarolle" Kates
Sketch "Down South" Myddleton
Selection "Earl and the Girl" Jarryl
"Reminiscence of Scotland" Godfrey
God Save the King

The Washington correspondent of the Times says of Mr. William J. Calhoun, the new American Minister to China:—Mr. Calhoun has not previously held any post in the Diplomatic Service, but this has not been for lack of offers. He has represented the State Department as a special agent abroad in several difficult and important negotiations, notably in those concerning the American claims against Venezuela. His careful examination of these claims provided a basis for the settlement which was subsequently concluded. Mr. McKinley and Mr. John Hay, his Secretary of State, had a high opinion of Mr. Calhoun.

Two men were charged in the Mixed Court at Shanghai last week with stealing about \$9,000 worth of silk from various godowns, and it appeared that before they could be captured the Municipal Police had had to trace them through Chinquing, Nanking, and other large cities. They were alleged to belong to a gang which was engaged in plundering godowns in the Settlement, and it is believed that they have been in the habit of smuggling the stolen property to Chingkiang and thence to Nanking, where they sold it to a shopkeeper. The case was remanded, the Magistrate stating that he would apply to the authorities to have the shopkeeper at Nanking brought before the Court.

Japan papers publish a rumour that the Toyo Kisen Kaisha will separate from the Pacific Mail Company. In the sequel of several visits to Japan by Mr. Avery, General Manager of the Toyo Kisen Kaisha, the directors of the Company it is said have tacitly agreed to withdraw from co-operation with the Pacific Mail Company. Another proposition which is said to have been advanced is that of cutting out Honolulu as a port of call for Japanese steamers and making the straight run between Yokohama and San Francisco on a ten-day schedule. The average cargo, which the T.K.K. steamers have been taking from Oriental ports to Honolulu has amounted to about 1,200 tons a trip, but it is asserted that this quantity of cargo could easily be secured in goods destined for American consignees.

TELEGRAMS.

[Protected by the Telegraphic Message
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[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

MR. BALFOUR.

LONDON, December 29th.

Mr. Balfour has completely recovered from his recent indisposition.

SEIZURE OF CONFIDENTIAL
NAVAL PLANS.

LONDON, December 29th.

The arrest of a draftsman named Knowlden, belonging to the torpedo school ship "Vernon" at Portsmouth, led to the seizure at his house of eighty drawings and plans of the most confidential nature, the possession of which would have revealed to anyone the results of the whole labour done in perfecting wireless telegraphy for the British Navy.

Five shipbuilding plans were included in the drawings seized.

A BIG CITY OF PARIS LOAN.

LONDON, December 28th.

The French Chamber of Deputies has authorised a City of Paris loan for £36,000,000 sterling for the embellishment of the City and sanitary improvements.

NEW YEAR SERVICES AT THE
CHURCHES.

On Friday evening, December 31st, there will be a Watch Night Service in St. John's Cathedral, commencing at 11.15 p.m. The hymns sung will be Nos. 165, 288 and 74, and an address will be given by the Bishop of Victoria. For the benefit of those who wish to attend there will be special trains to and from the Peak at 11 p.m. and 12.15 a.m.

On the following morning, January 1st, the Festival of the Circumcision and New Year's Day, there will be a celebration of the Holy Communion in the Cathedral at 8 a.m.

The Roman Catholic Cathedral is thrown open from daybreak till 6 p.m. to-day, to-morrow and on New Year's Day. There will be exposition of the Holy Sacrament each day, and in the evenings sermons preached by the Rev. Rector of the Cathedral, concluding with the Benediction of the Holy Sacrament. To-morrow evening after 5 o'clock a solemn Te Deum will be sung, his Lordship the Bishop officiating assisted by the full clergy and seminarians. On New Year's Day a High Pontifical Mass will be officiated by the Bishop, assisted by the Rev. Fr. F. Novat, a deacon and a sub-deacon, at 8 o'clock in the morning, and in the evening solemn vespers, sermon and Benediction, concluding with the singing of the "Adeste fideles" by the choir of St. Joseph's College.

"FACING THE MUSIC."

Last night the Bandmann No. 1 Comedy Co. presented that old favourite "Facing the Music" to a large audience in the theatre royal. The play, which is really a series of misunderstandings placing the principals in awkward and amusing predicaments, is one which, by the numerous laughs it creates, should always find favour with the theatre-going public. Mr. Henry Dallas, as "the other Mr. Smith," and Mr. Harry Neville, as "the Rev. Smith," together with Miss Lillian Dundas as "Mabel" and Miss Blanche Forsythe as "Nora," filled the principal roles with considerable success, and kept the audience in fitful laughter during their tenure of the boards. The other members of the Company cleverly interpreted their parts, and with the dropping of the curtain another success was established by this popular troupe.

The Company terminate their short stay here to-night when "A Pair of Spectacles" will be staged.

SHANGHAI TRADE.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Pices Goods Trade says:

For the quietness of the market at the close, this year is positively going to break the record. There is a certain amount of inquiry it is true, but there is an almost entire absence of actual business going through. The stringency of the native money market, although interest is not very high, is greatly hampering business, as would-be buyers cannot get the wherewithal to comply with the terms most holders are stipulating for, namely, prompt cash. There are plenty who are willing to put goods in the book for two months' delivery if they can be bought at current rates, or some such outrageous prices, but Importers prefer taking the risk of the market themselves in view of the prospective short supplies. It is thought in some quarters that about the middle of next month, when holders may be more inclined to give delivery after China New Year, business will be on a fairer footing.

It is becoming very plain that the stocks of suitable goods both here and in the country are fast dwindling down. The River markets are extremely quiet this year, although they have usually shown considerable activity after the closing of the Northern Ports. Some of the dealers say it is on account of the damage done in the country by the floods during the Autumn. We have not heard any more about Ningpo, but the poor clearance for the port would seem to fully confirm the bad reports we mentioned recently.

COMPANY MEETING.

CAMPBELL, MOORE & CO.

The annual meeting of shareholders in the above company was held at the offices, 14, Des Vaux Road, yesterday at noon. Mr. F. Ellis, general manager, presided, and the others present were Miss Bishop, Messrs. A. F. Arculli, A. R. Ellis, V. P. Musso, and C. A. da Rosa.

The notice convening the meeting having been read.

The CHAIRMAN said:—Gentlemen,—With your permission I will adopt the usual course and consider the report and statement of accounts at present in your hands as read. I regret to have to place before you these accounts showing such a large loss, which after wiping off your reserve will still take away another 3,000 odd dollars from your capital. This adverse state of affairs is explained by the fact that your stock stood at a very large figure. The quantity of the various articles was by the gross whereas the sales being small the goods had to be carried over from year to year, without any provision being made for depreciation. The time has now arrived when drastic measures have to be taken with reference to the valuation of the stock, which coupled with the heavy cost of moving from the Hongkong Hotel premises to the present store and cost of alterations which were borne by your company, and a sum amounting to about \$800, which had to be written off as bad debts, are the principal causes which go to explain the adverse report now before you. The amount to be written off as bad debts cover a period from 1905/1907, for which no provision had been made when the company was earning large profits and paying huge dividends. The value of your stock which stood at \$9,115.91 on the 30th June, I may mention for your information, was arrived at by me with the co-operation of Messrs. Lowe, Bingham and Matthews' representative, who have also prepared the accounts' Staff.—Your staff is composed at present of better men than in former years, in spite of which I am glad to state the pay list is less by over \$200 a month. Gentlemen's Saloon.—The saloon, which is second to none in the Colony, is giving every satisfaction as is proved by the increasing number of subscribers. The subscriptions are larger by about \$100 per month than in the corresponding period of last year. Ladies' Saloon.—The orders which arrive daily and the attendance is much greater than in the previous years. The saloon is largely patronised, a fact which goes to show that it is also second to none in the Colony. Wigwagging, etc.—This department has also benefited with the others, and orders for wigs, etc., is better than last year. The attendance of the staff during various theatrical performances held during the year gave entire satisfaction. Gentlemen, I have nothing further to say beyond expressing my firm conviction that the affairs of your company are improving and that when you are next assembled here again I shall be in the position of requesting you to pass a statement of accounts with the balance on the right side. Should there be any questions you would like to ask, I will answer them to the best of my ability.

There being no questions the report and statement of accounts was adopted on the motion of the CHAIRMAN, seconded by Mr. Musso.

Mr. ARCULLI proposed and Mr. A. R. ELLIS seconded the re-election of Mr. A. O'D. Gordin as auditor, which was carried.

Mr. ARCULLI—I propose a vote of thanks to the Chairman for presiding and for the encouraging report he has given us.

Mr. MUSSE—I second that.

The CHAIRMAN—I thank you for your kind remarks and attendance. That is all the business.

The report was as follows:—

Gentlemen,—The General Manager begs to submit the accompanying Profit and Loss Account for the 18 months ended 30th June, 1909, and also Balance Sheet at 30th June, 1909, showing a loss for the period of \$7,233.47. This adverse result in the working of the period is attributed to general trade depression in the Colony, and to the drastic measures adopted in writing down the value of the stock. Owing to illness the General Manager was unable to take stock at 31st December, 1908, and, under the circumstances, it was decided to leave this over to the 30th June, 1909, at which date the stock was duly taken. The accounts therefore cover a period of 18 months. Mr. A. O'D. Gordin has audited the accounts now presented and offers himself for re-election.—F. ELLIS, General Manager.

Hongkong, 14th December, 1909.

PROFIT AND LOSS ACCOUNT.

For the 18 months ended 30th June, 1909.
To balance from working a/c \$5,893.56
To exchange 174.83
To insurance 148.96
To bad debts written off \$737.75
Less recovered 153.65

To audit fees 584.10
To depreciation—On furniture and fittings 300.00
To interest on deposits 9.18

By balance, loss for the 18 months transferred to balance sheet \$7,233.47

BALANCE SHEET AT 30TH JUNE, 1909.

LIABILITIES.
Dr.
Capital—1,200 shares of \$10 each fully paid up \$12,000.00
Sundry creditors—On general account 83,058.00
Loans 5,250.00

Reserve account, as per last balance sheet 9,000.00
Transferred to profit and loss account per contra 9,000.00

\$18,308.00

ASSETS.

Cr.
Sundry debtors \$5,000.16
Less bad debts written off 737.75

Stock—valued at \$2,262.41
Furniture, fixtures and fittings 9,115.91
As per last balance sheet \$511.65
Less depreciation 122.84

Additions during the 18 months 1,320.19
Payments in Advance—Insurance premium \$ 63.50
Employees' outwards passages 598.04

Cash—In general manager's hands \$510.14
With Chartered Bank of India, Australia and China 329.98
Profit and loss account \$4,885.55
Add unprovided for liability at 13/12/07 600.00

Adjusted loss to 31/12/07 \$5,485.55
Less for the 18 months ended 30th June, 1909, per Profit and Loss Account 7,233.47

Deduct reserve account per contra 9,000.00
\$719.02
\$18,308.00

ROBBERIES.

The police were yesterday morning informed that at 5.30 four men wearing soft felt hats which were drawn down over their foreheads entered a house at Yennat and gagged and bound a woman and stole from the house a quantity of clothing and some jewellery.

A curious robbery is reported from Ping Shan, near Deep Bay. While a Chinese was riding a donkey he was accosted by two men who produced a dagger and called upon him to stop upon pain of being stabbed. However, he ran away, but he found he had lost from the pocket of his riding jacket a purse containing \$85 and some medicine.

A highway robbery at Tsamtsipo was reported to the police yesterday. On Tuesday while two men were walking from Lai-chikok Brewery to Sento they were attacked by two men, one of whom was armed with a knife. The robbers threw one man to the ground and stabbed him near the heart. They also stole a bundle, the contents of which are unknown. One of the robbers has been arrested.

A CARGO LANDING DISPUTE
AT KOBE.

The Japan Chronicle translates the text of a judgment delivered in favour of the Tokyo Marine Insurance Company, in a claim brought by the Company, against Messrs. C. Nickel & Co., Ltd., Kobe, for damages to the extent of Y3,073.08, the amount awarded by the judgment being Y2,900.

Plaintiffs claimed that in July, 1908, the defendant firm, in the ordinary course of its stevedoring business discharged from the steamer Moyone into a lighter some plating-machinery purchased by the Mitsui Bishi Shipbuilding Yard, and it was alleged, owing to negligence on the part of the defendant firm, the machinery in question was damaged in the process. The plaintiffs had issued a policy insuring the machinery, and had to pay the sum of Y3,200 for the damage sustained, in addition to Y120 for the detention of the lighter and Y23.08 for inspection of the damage—Y3,343.08 in all. Of the sum Y270 was afterwards recovered by the plaintiffs by disposing of the damaged machinery, so that the total loss suffered to the plaintiff company was Y3,073.08.

Judgment was given in favour of plaintiffs for Y2,900 as stated, the claim for the balance being dismissed. In giving reasons for the decision the Court observes that the defendants discharged the machinery in dispute from the steamer Moyone in Kobe and conveyed it ashore in lighters. Defendants pleaded that they carried out the work merely in the capacity of employees of the steamship owners, referring to the evidence of Mr. F. W. Grimbale, and exhibit No. 3a (a bill addressed to the Tokyo Boko Kaisha by Messrs. Nickel & Co., Ltd.), it is quite clear that the defendant firm demanded lighterage and lighter demurrage directly from the consignees of the cargo. From this it must be concluded that defendants, in complying with the request of the owners of the steamer, must have discharged the goods from the vessel in the capacity of stevedores. The Court cannot therefore adopt the view of defendants that they were simply the agents or employees of the owners.

On the question as to whether defendants were responsible as stevedores for the damage caused to the goods, defendants contended that the damage was due to a flaw in the casting of the machinery itself; but from the evidence supplied by specialists in the Sumitomo Iron Works, the Osaka Ship Investigating Station, and the Kawasaki Shipbuilding Yard, who personally inspected the damaged goods and were later called as witnesses, the Court finds that such flaw did not exist. In view of defendants' admission that the machinery was damaged after being discharged into the lighter, it was essential for them, if they desired to escape responsibility for the damage, to prove that they or their employees had not neglected to take proper care, according to Article 337 of the Commercial Code. The Court finds that the evidence given by defendants in this connection was insufficient to free them from the allegation of negligence and therefore they must be held responsible for reimbursement to the plaintiffs. The Court further observes that plaintiffs issued an insurance policy on behalf of the consignee of the machinery against any damage that might be caused thereto, and on the damage being done plaintiffs paid to the consignee the insurance money, amounting to Y3,080 according to the policy, and also Y120 as demurrage money for the lighter, making a total of Y3,200. Plaintiffs are therefore entitled to claim these sums from defendants on behalf of the consignees. Plaintiffs obtained Y270 by disposing of the damaged materials of the machinery. Defendants are therefore under an obligation to pay plaintiffs the sum of Y2,900, being Y3,170, the total of insurance and demurrage money, less Y270, the amount realised by the sale of the damaged machinery. As to the claim of plaintiff beyond this, the Court fails to see that the consignees sustained damage beyond the face-value of the policy. Therefore the claim of plaintiff beyond Y2,900 is dismissed.

LOCAL SPORT.

CRICKET NOTES.

The Christmas festivities have made a break in the League competition, but of other cricket there has been quite a lot.

The match on Saturday and Monday between the Club and United Services produced some tall scoring. Each side had a century registered. Lieut. Green scoring 111 not out for the Services and Elborough 135 for his side. Power was disappointing, being beaten by Bird for a "duck" in his first and for a single in his second innings. Young is improving, considerably in his bowling and secured the best bowling average in both innings. His average in Club and League cricket should read well at the end of the season. Pelly was playing attractive cricket in his second innings, which he ended by attempting an impossible run, of which full advantage was taken by Harry Hancock behind the wickets. The fielding on both sides left a lot to be desired.

There were several other friendly matches at the Valley and at Kowloon, but there was nothing of particular interest to record, with the exception that the Indian regiment scored a win against a strong Kowloon side.

FOOTBALL NOTES.

No League matches were played on Saturday, even the second League matches being declared off. The American game of Rugby and the friendly game between the Club and King Alfred were well patronised, quite the largest crowd yet seen at Happy Valley this season being in attendance at the former.

To the large numbers of uninitiated who witnessed the "Rugger" game the wonder as to why Americans should have so many protectors and pads no longer exists, but at the same time the game as played in the States must be much rougher, or it may be that the colleges put more "go" into it, as in a great many public schools football is now prohibited, owing to the large number of serious accidents.

From my place of vantage, I was able to overhear many diverting remarks during the progress of the game, and was highly amused at the flowing explanations of a loud-toned American who was explaining the game to some lady friends. With his assistance I was able to follow the game with interest, and am now of the opinion that without the rough element the American game of football is one of the finest outdoor games played.

One particular phase of the game which I thought could be introduced into British football was the pre-arranged method of attack which enables each player of the attacking team to know just exactly what is going to happen, by the Captain calling out certain numbers or letters which are only understood by the team concerned. What our game would be with the centre forward calling out numbers or letters to indicate the flight of the ball, I can only imagine, but no doubt similar methods have been tested with little success.

The Army and Navy match which is due to take place on Saturday is likely to be a keenly contested game. The Hongkong F.C. have kindly consented to place their ground at the disposal of the competing teams for the afternoon, and the fixture is sure to attract a large crowd of spectators. The Army team has been selected and has been published in these columns, but the Navy team will not be selected until after the trial match which takes place this afternoon.

The Army team calls for little comment, as most of the players are without doubt the best in their respective positions. The only selections which are open to criticism are Watts at back, and Brown at outside right, and here so far as Watts was concerned the committee could only act on reputation, and as for Brown his performances for the Suppers against Kowloon and Naval Yard certainly justified his being considered, but to put a centre forward at outside right is rather a risky experiment.

Since my notes of last week I have seen Bedford play in a Naval League match, and although none of the team are left who won the Shield, they do not seem to have lost much in exchange of crews. The present team have done well since they left Hongkong, only losing by the odd goal to a team picked from the State of California.

The want of any ropes round the Naval Football Ground has always been a source of annoyance to players and spectators alike, and I am of the opinion that any visiting team in the coming Shield ties will be quite justified in protesting against the encroachment of spectators.

LEADING GOAL SCORERS.

| | |
|--------------------------|----|
| Taylor, Bulls (8) | 18 |
| Watts, R.G.A. (6) | 14 |
| Brewster, Bulls (8) | 10 |
| Sullivan, Naval Yard (4) | 9 |
| Brown, Kowloon (3) | 8 |

Numbers in parenthesis indicate matches played.

REFEREE.

NAVY LEAGUE TABLE.

| | P. | W. | L. | D. | FOR | AGT. | P.T. |
|-------------|----|----|----|----|-----|------|------|
| King Alfred | 3 | 3 | 0 | 0 | 7 | 1 | 6 |
| Monmouth | 3 | 2 | 1 | 0 | 4 | 1 | 4 |
| Bedford | 1 | 1 | 0 | 0 | 4 | 0 | 2 |
| Fleet | 4 | 0 | 4 | 0 | 1 | 10 | 0 |

Astoria and Kent are also entered but have not yet competed.

FOOTBALL.

Scratch XI's of Bulls and King Alfred met in a friendly match yesterday afternoon and the former had no difficulty in winning by four goals to one. King Alfred had only four of their league team playing, and the Bulls combination were all new men.

CRICKET.

R. A. M. C. and A. S. C. played a match yesterday afternoon and the "Medicals" won, the total score being R. A. M. C. 95 runs, A. S. C. 47 runs.

CIVIL SERVICE "A" v. A. O. C.

This match, played on the C. S. C. C. ground yesterday afternoon, resulted in a win for the home team by one run.

LAWN BOWLS CHAMPIONSHIP.

The final stage of the lawn bowls championship of the Colony has been reached. Mr. G. K. Haxton, of Kowloon Bowling Club, who defeated Mr. T. Petrie of the same club in the semi-final by 21-20, having now to meet Mr. Bell, of the Police Club, who beat Mr. Blowey, of the Civil Service Club, to decide the championship. The meeting will take place on the 15th January on the Civil Service Green, and on the same date Mr. Petrie and Mr. Blowey will play off for third or fourth prize, there being four prizes awarded. The competition has provided many surprises, and few expected that Mr. Bell would have won the place which he has.

BELLIO'S PUBLIC SCHOOL.

EXHIBITION OF CHINESE PUPILS' WORK AND CLOSE OF SCHOOL YEAR.

Yesterday morning Mr. E. A. Irving, Director of Education, attended at the Bellios Public School to inspect the work of the pupils on the vernacular side, and to preside at the closing ceremony. The room in which the pupils and their parents assembled bore quite an Arabian appearance. Porticoes of greenery mingled with paper chains, while the walls glistened with silver tinsel and were surmounted by golden Chinese characters. The stage was a mass of various coloured chrysanthemums, and was a bright setting for the pupils who appeared therein in their picturesque silken robes. In the course of a long and varied musical programme of Chinese songs and recitations the headmaster, Mr. Sung Hok Pang, read his annual report.

He stated that in the past year the staff had been increased by one master, one temporary mistress and one pupil teacher. The normal class, which commenced in February, did good work and took great interest in the theory and practice of teaching. The total number of pupils on the roll was 521, and the maximum attendance in the history of the school was reached in April, when 395 pupils were present. The average attendance up to December 24th was 327, as compared with 242 on the previous year. The school fees still remained at 50 cents for old scholars, but these admitted after the summer vacation were charged \$1 per month. The examination results of upper and lower classes were very good, but the middle classes were rather weak, irregular attendance being the cause. The two higher classes had been taught English since June by Mrs. Tutecher. The pupils had completed 300 pieces of silk embroidery during the year, and these were on exhibition in another room.

Mr. Irving congratulated the girls on their excellent performance, and on the very fine exhibition of needlework which he had inspected. He hoped when his Excellency the Governor distributed the prizes at this school that some of those beautiful pieces of needlework would be shown him. With regard to this work, there was only one comment he wished to make: it was well known that Chinese were excellent imitators in art, and much of the exhibited needlework was a very good example in imitation art. But imitation was not altogether the highest form of art, and the person who copied was not so advanced an artist as the man who went to nature and made his own pictures from still life. This was understood in England, where children were now being taught to draw from nature from the very beginning. In another school in this Colony he had seen the same principle adopted with very considerable success, and he trusted that Mr. Sung would give the system a trial next year. He wished to congratulate the headmaster very heartily on the progress made by the school, which was in a condition he thought, they all might be proud of. It was three years since he had last attended on such an occasion, and he noticed a very great improvement indeed. And while this improvement was very largely due to the staff, credit should be given to the girls themselves, who had shown remarkable diligence in their studies. For instance, at their own request the girls in the two top standards had been allowed to learn English this year, and he was very much struck with the progress they had made under the able tuition of Mrs. Tutecher. The experiment of allowing the top girls to learn English had been so successful and so popular that he intended to continue the system by recommending that the next two standards, the fourth and fifth, should in the ensuing year also be allowed to go for a certain part of the day to the upper school to study English. The Director of Education concluded by congratulating in the first place the school on the excellence of the work done by the headmaster and staff, in the second place the headmaster and staff on the excellence of the work done by the school.

A senior pupil then thanked the Director of Education for his attendance, the National Anthem was sung in Chinese, and those present adjourned to another room to inspect the skillful needlework of the pupils.

ROBBING MAIL BAGS.

GERMAN SHIP'S OFFICER SENTENCED TO IMPRISONMENT.

One of the most extraordinary cases which have come before the public in Shanghai, says the Shanghai Mercury, was the subject of a criminal trial in the German Consular Court on Thursday, when an officer of the mercantile marine was sentenced to two years' imprisonment for a series of robberies. The accused was Hermann Witzler, second officer of the steamer Meile, and related in Court the evidence showed that he had practised thieving in the most systematic manner for the last year. Dr. Noy and four Assessors heard the case.

It was shown that the accused, who was arrested on November 1st, had on three occasions robbed the German mail-bags which the Meile was carrying between Shanghai and Hankow. As second officer of the ship Witzler had charge of the mails, and on the first occasion he had opened two letters addressed to the Rangoon Chinese Bank in Peking, abstracting \$550 from one of these and \$420 from the other. He had then inserted pieces of newspaper and returned them to the mail-bag. When the letters arrived at their destination the theft was discovered, but until the arrest of Witzler no trace of the thief could be found. On another occasion Witzler had opened one of the mail-bags and purloined a kodak and other photographic apparatus, while a third case occurred when he stole a pair of gold shoes from a passenger on board the Meile, and he had been seen to put off the shoes, and after abstracting the contents of the parcel he had hidden the shoes away once more.

In addition to the thefts from the mail-bags three other charges were laid against Witzler. One of these was that while a passenger aboard the N.D.L. steamer Goeben he had stolen a pair of field-glasses belonging to Det. Sargt. Reever of the Municipal Police. The second was the theft of a silver cigarette case from a passenger on board the Meile, and the third was the appropriation to his own use of a Winchester carbine and revolver which had been put in his possession while on the Meile.

After hearing the evidence the Court found Witzler guilty and passed sentences amounting in all to two years' imprisonment. Witzler is at present confined in the British Gaol, but will in all probability be sent to Germany to undergo his sentence.

THE PROGRESS OF CHINA.

In the course of his report on the trade of Foochow for the year 1908, just published, Mr. Consul Playfair makes the following interesting observations on the remodelling of China through the process of rumormongering through which China is passing at the moment. When Japan set her hand in order 40 years ago the transformation took place suddenly. It was like a conjuring trick; the magician waved his wand and the alterations were effected in the twinkling of an eye. The Tycoon left by one door and the Mikado entered by another, and Japan has been a different country ever since. In China no such change has characterised the movement, which in China is rather that of the hour-hand than of the minute-hand of a watch. The motion there is so nearly invisible to the senses, that it will be some years ere its general outcome is apparent to the onlooker.

"We are accustomed to look on China as the type of a conservative country par excellence. Some of her institutions have existed from time immemorial, and to most of us, who consider the matter at all, it seemed as if these ancient features might continue to exist without alteration to the end of time. Such, for instance, was the system of competitive examinations whereby admission was gained to the hierarchy of officialdom. Yet since 1900, which appears to have been the turning-point of China's existence as a nation, she has abandoned not the system itself, but the curriculum of study on which it was based. No longer can candidates satisfy examiners by the rote learning of the ancient canon and classics. The sciences of the West have now to be included in their purview and their horizon has been very considerably widened.

"One consequence is that the school-master pervades the land; he has done that, it is true, for centuries, but now he is of another type and needs much more of extensive acquirements. Schools have sprung up everywhere, at least in the fringe of land bordering the sea and the Great River which has been leavened by the presence of Europeans. Here the new knowledge is inculcated and here the young of China is flocking eagerly and in their myriads. There have long been schools of Western knowledge managed by Europeans, chiefly missionaries of various sects and nationalities, but what is noteworthy in the present revival of learning is the number of schools established by the Government. The officials are clever enough, when entrusted with their schools, to make the most of the advantages thereby unduly granted to outside educational establishments. For instance, it is proposed to establish constitutional government in China; this implies the election of representatives by the people to form a national assembly or provincial councils. It has already been decided that the franchise shall be extended to the pupils of Government schools, but to no other students.

"There is a curious fact, though undoubtedly no more than a coincidence, in connection with the old-fashioned competitive examinations. With them disappeared the proud titles of *Primus, Secundus, Tertius*, and *Quartus*, indicating the four candidates who took the highest places in the Palace Examination. The *Primus*, or, as the Chinese call him, the *Chuang Yuan*, took an almost inconceivably high place in the public estimation, and the town which produced such a paragon acquired thereby undying fame. The coincidence I refer to is that it was almost simultaneously decided to abolish the title of *Senior Wrangler* at Cambridge, which corresponds as closely as possible with *Chuang Yuan* in China.

"Another national movement of an extraordinary nature is what rulers and people have done to demolish the national view of opinion, the stimulus came from above in the form of an Imperial Edict, but it is doubtful whether even a Decree of the Emperor would have done effectual work had not the people shown they were heart and soul in the crusade, and that they were determined the mighty enterprise should succeed. It is still too early to pronounce whether China has succeeded in her endeavour or indeed to be absolutely certain that she is honest in her wish to see the last of the prodigies of the past. But there is, at least in this part of China evidence that rulers and people are sincere for streets of opium shops have been closed and myriads of pipes and other smoking paraphernalia have been committed to the flames."

How to be beautiful—Keep your complexion, Mrs. Ellen's Cream, Charcoal, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents 1453

DOES CHINA WANT THE FOREIGNER?

IMPRESSIONS IN THE INTERIOR PROVINCES.

[BY EDWIN J. DINGLE IN THE "PALE MAIL GAZETTE"]

No international question of recent times has become so hackneyed in the East and West as "Does China want the foreigner?" Columns of after rubbish have appeared before in the home Press, written by men supposed to know, to the effect that she is crying out for the foreigner, that the Chinese cannot do without him if China is to come into line with the great nations of the East and the West. Thus thought the writer, who has had several years' commercial contact with the Chinese in an Asiatic port. As a business man, I admire him more than any other Asiatic, but as one who has travelled in the country, living among them, seeing them under all their natural conditions, I say, unhesitatingly, that at the present time only an infinitesimal percentage of the vast population of the interior entertain even respect for the white man. In contrast where Western trade and influence have done much to break down the old-time hatred towards us, the real East and the West the brotherhood of man. Those who know least well smile, but it is true. Difficult is it for the average man in Fleet Street to grasp the fact that in huge tracts of China the people have never seen a foreigner, save the ubiquitous missionary, who, in most cases, takes on the dress of the native.

But why are we not liked and not wanted, why do 98 per cent. of China's four hundred millions still treat the foreigner with disrespect, if not with contempt?

To the Chinese, his country is the best in the world, his province better than any of the eighteen, and the village in which he lives the most enviable spot in the province—the centre of his universe. Spoken disparagingly about that tiny spot, and he is up in arms at once, whether it be in criticism or in sympathy. He regards all men who have never tasted the true bliss of a home in the Celestial Empire as barbarians. Part of this general feeling is patriotism, part is conceit. Englishmen are despised, because England is the most Christian country in the world for the very same reason.

Nationally speaking, the Chinaman is the oldest man in the world by very many centuries. In common with all other travellers in this Flowery Land and others who have made his nature a serious study, far away from civilising influences, I am involved in perplexities of mind, in insoluble contradictions, a portion of them superficial, but a deeper, and a truer understanding and a closer insight, others wrought into the very fibre of the man.

Yet he has a certain fixedness of character, reaching in certain directions almost to crystallisation. He has never discovered the nature of the earth in form, or the natural cause of eclipses; he is frightened by ghosts, burns mock money to maintain his ancestors in the future state, worships a bit.

He has an inflexible remedy of drought, and shoots at the clouds to drive away the rain in case of flood—and I deplore him for it. The Chinaman will not fight, and I deplore him; he abhors me because I do. I ridicule his manner of dress; he regards me as indecent. I consider his flat nose and pigtail and shaven scalp a gross deformity; but the Chinaman, eating with those long thin chopsticks, looks out of the corner of those quick almond-shaped eyes, and considers me still a foreign devil, although he is too cunning to say so. His opinion is founded on the conclusion of a madman of egotism and vanity; mine, although I will not admit it, and perhaps do not know it, form something very much akin thereto.

I have been looked upon in far-away outposts of the Chinese Empire as an example of one of those human monstrosities from the West, a creature of a very low order of humanity, with a face and form incomparably ugly, with dress uncouth, with language a hopeless jargon, and manners rude and offensive. All this seems to me, although I will not admit it, and perhaps do not know it, form something very much akin thereto.

It may be, and I trust is, all erroneous. But I know that I must keep in mind the all-important desideratum in dealing with the Chinese that he looks at me—my person, my manners, my customs, my theories, my things—through his own eyes, and, although often mistaken, he will see me as I am, and, although sometimes he is misled, arrives at his own conclusion. This is what he has been doing for centuries, and he comes of a stock the original of which takes on no change whatever. Several generations must pass before this transfer of mental vision can be effected, when the Chinese will view all things and people in their true light.

The Chinese Government certainly recognises the dangerous situation of the nation, and is with the nations of Europe, and is ratifying one treaty after another with these dreaded peoples, but the nation itself does not apparently appreciate the fact that he cannot possibly resist the white man and hold her in seclusion, as formerly, from the Western world. China is discovering, as Japan did in her great awakening, that steam and machinery and airships are the tools of the world to small for any part thereof to hold itself entirely aloof from the broadening current of the world's life.

China is endeavouring to walk the ground which led Japan to greatness among the nations of the earth, and, thinking what Japan has done since she can do, is plunging into the stream of international progress, determined to acquire all the knowledge of the world and with that knowledge win for herself a place among the Powers. We shall see abroad usages disregarded—of the Empire—and in all quarters of the world will be sought after in all quarters of the Imperial dominion. Gradually, but very surely, these principles will become the established method of the people—even in such remote corners of the Empire as that from which this article is written (Tongchuan-fu, Yunnan).

But all this does not mean that my presence is desired in China, or that I am a foreigner, as I am. On the contrary, it signifies that I am more greatly to be feared, and that what was a distant possibility has become a dreadfully near probability—China for the Chinese must be maintained, if China is to govern herself. The European is not wanted in China for any other purpose than to teach the Chinese, to foreignise as much as he can, teaching the leaders of the people to modify national life, and as such a public contact and administration is the best standard of the West. And when China is capable of looking after herself, she may, if she will, turn the foreigner away.

The Chinese are learning a lot about the foreigner, but it is an unwise study. They have learned the aggressive force and persistent determination of Western Governments, and think they have learned that the atmosphere of the best, steadily of the West. And when China is capable of looking after herself, she may, if she will, turn the foreigner away.

Governments were made to foster commerce and money-making. China believes that whilst foreigners talk much and advise generously about her development, they only desire such development along such lines as will place her hopelessly in their power, and make her more pliable to them. And is this the reason? I make no assertion, I ask the question. She is looking only with her old Chinese eyes, which were looking out on a civilised world long before our Christian era dawned; and she, perhaps, is wrong.

Until she is convinced that her view is a negative one, she will not open her eyes to greet us, or open her country for us to trade in as we wish.

THE FALSE-MARKING OF GOODS.

DISCUSSED BY BRITISH CHAMBERS OF COMMERCE.

A correspondent writing to the London Times says: "The false-marking of goods has become a serious matter that several British Chambers of Commerce have discussed the subject at their meetings. The Chamber in Paris recently pointed out that large quantities of goods were being sold in France marked with the names of towns such as London, Coventry, or Sheffield, though they were actually of Continental origin, and a denunciation has recently had an opportunity of laying the matter before the French Minister of Commerce, M. Chapsal. Apart from the trade in these goods in foreign countries there is undoubtedly a large trade in colourable imitations of British goods carried on with the Colonies through home ports and also direct with the Continent, as was shown in the discussion at the final meeting of the Congress of Chambers of Commerce of the Empire held at Sydney last month. A resolution was then carried pointing out that a large trade was being carried on in foreign goods, and that it was marked with British names and phrases of a nature to lead to the false supposition of British origin, and calling on all Colonial Governments to prohibit the importation of goods of this character; and also upon the British Government to introduce clauses to deal with this question in any future treaties with foreign countries.

It must be admitted that if the evil exists on the Continent, instances of misrepresentation are not entirely unknown in this country. Unfortunately, it seems to be a fact that some merchants are quite willing to ship foreign goods where British products are inferior, but not definitely asked for, and are quite indignant when their methods are questioned. Some manufacturers, who have received an order presumably with the idea that the work will be carried out at their own factory, place the work abroad without first informing the customer, though sometimes a label will be found on the goods when delivered, indicating the foreign origin. The granting of a preferential tariff by certain colonies on British goods has distinctly encouraged this trade, and many tons of goods made on the Continent have been sent to the Colonies under the preferential Customs duty. These practices have at times given rise to indignation among merchants in Colonial ports, as not merely is the local produce defrauded, but the straightforward importer some merchants are quite willing to ship foreign goods where British products are inferior, but not definitely asked for, and are quite indignant when their methods are questioned. Some manufacturers, who have received an order presumably with the idea that the work will be carried out at their own factory, place the work abroad without first informing the customer, though sometimes a label will be found on the goods when delivered, indicating the foreign origin.

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THE MERCHANDISE MARKS ACT.

There are under the existing laws powers for dealing with deceptions of this kind, but they are only too rarely put into force. The Customs authorities have power to prohibit the entry of goods falsely marked, but they are generally satisfied if the offending labels or marks are removed, though the importer not infrequently replaces them with others a few hours after the goods have been cleared. Prosecution can be made under the Merchandise Marks Act, but action must almost invariably be taken by private individuals or trade associations. The Government has shown repeatedly by answers to interrogations in the House of Commons the difficulty of dealing with the evil. Two recent examples of successful actions are interesting. In one case a firm was prosecuted and heavily fined for selling British-made cigars composed largely of Havana leaf in boxes printed with Spanish words, cigars that had been on the market for some years and sold apparently without fraudulent intent, and in the other case still holders at the White City exhibition were fined for selling foreign-made goods as Irish manufactures. It seems strange that while there are trade protection associations for dealing with Havana cigars, Irish goods, or Scotch tweeds, there is no association sufficiently free from outside influence to undertake the general protection of British trade and prosecute fraudulent importers, manufacturers, and shippers. Another example of laxity in applying trade descriptions has appeared in the private prosecutions by Messrs. J. and P. Co. (Limited) of a coal exporter, which called in the House of Commons the technical conviction of the defendant for issuing an incorrect colliery certificate. Briefly, an order for 500 tons of a certain coal was given, but owing to the difficulty of obtaining the coal only 70 tons of the description ordered was actually shipped, the remainder consisting of coal, though of equally good quality, drawn from other districts, notwithstanding the fact that the coal shipped was certified as the particular variety ordered. Such carelessness about the air, and by putting consumers on their guard must ensure greater attention being paid to the question of trade descriptions and discourage reprehensible trade methods, whether brought to light in this country or abroad.

ITCHING PIMPLES FOR 11 MONTHS

On Girl's Face and Back—Back was Dreadful to See—Itching and Pain Kept Sufferer from Work for Weeks at a Time—Amazed at Prompt Cure Effected by Just

ONE SET OF CUTICURA SOAP AND OINTMENT

"Some time ago my back and face were not so conspicuous on my face, but my back was dreadful to see. The itching was very painful to bear. I was away from work for weeks at a time, but I did not consult a physician. I was sick of trying different remedies; in fact, I did not put much faith in them although I did try them. At last, getting a cake of Cuticura Soap, I washed my face with it. I was amazed to see the difference it made, and therefore I bought a box of Cuticura Ointment. I was completely cured after having been annoyed eleven months. I shall be glad to recommend Cuticura to my friends. Misses, Gray St., Perth, Scotland, June 23, 1908."

SKIN HEALTH

Effected by Cuticura Soap, Ointment and Resolvent.

The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis, the loss of hair, and crusting of scalp, as in scalded head; the facial disfigurement, as in acne and ringworm; the awful suffering of infants, and anxiety of worried mothers, all find a remedy of extraordinary virtue to successfully cope with them. Cuticura Soap, Ointment and Resolvent (liquid or pills) are such standbys proven by unquestioned testimonials.

54-21

THE DEPRESSION IN JAPAN.

The depression now prevailing in Japanese business circles is a frequent topic of conversation and of newspaper comment. But is there much room for doubt as to the principal cause? Twenty or thirty years ago, when large sums were beginning to be spent on railway building, and especially ten years ago, when those sums had come to total hundreds of millions of yen, shrewd onlookers did not hesitate to predict that Japan, since scarcity of funds was her chief obstacle on the road to really great development, would severely feel, one day or other, the inconvenience of fixing such large amounts of her scanty capital. Other countries had felt it. Even the United States of America, that land of now colossal opulence, had her bad quarter of an hour when she carried this fixing process too far before the money market of the world opened its hands to her. Still, the railways were always an asset, liquid, one day or another. It was plainly foreseen that so soon as Japan's hostilities to her abroad had been dispelled by the revision of her foreign relations, and so soon as she had provided for her an opportunity to win a place among the great nations, she would enter the markets of the West, renew her stock of floating capital, and travel forward with fresh vigour along the road to signal development. But all that forecast has been completely falsified. Not because the markets are not there, ready to be tapped, nor yet because the country does not cry out for development. But because the asset has ceased to be available in its old form. The railways have been nationalized, and thus effectually removed beyond the sphere of private enterprise. Can there be a moment's doubt that had the railways continued to be a field for private investment, scores of millions would have been added to the system within the past five years, funds being obtained from foreign sources? How different is the actual situation! Never since the Nippon Railway Company was formed in 1881 has there been such a suspension of railway construction as the past five years have witnessed. And of necessity the indirect consequences of this virtual cessation of public works are a state of general depression. Millions are no longer poured into the labour market; new districts are no longer opened; the value of rural lands does not appreciate; and all the bustle and excitement of productive enterprise are checked. There were good reasons for nationalization. We are not denying that. But that the collateral effects are largely responsible for the present state of stagnation and depression seems to us unquestionable.—Japan Mail.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 29th at 12.10 p.m.—The barometer has fallen generally, particularly over China and Japan.

A depression is moving Eastward to the North of Japan, and probably a second depression is developing over the Yangtze valley.

The high pressure area is now shown over the Pacific to the S.E. of Japan.

Light variable winds may be expected in the Formosa Channel and moderate monsoon over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { E. winds, mod. to heavy, or light; fair.
Formosa Channel { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Lamocka { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Hainan... { Same as No. 1.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. Linan left Shanghai on the 30th inst., and may be expected here on the 2nd prox.

SHIPPING.

ARRIVALS.

ANJUT, British str., 1,350, J. B. Harris, 29th Dec.—Shanghai 26th Dec., General—Butterfield & Swire.
 BRANMAR, British str., 2,314, Saxby, 29th Dec.—Fookchow 27th Dec., General—Doddwell & Co.
 DAIGO MARU, Japanese str., 864, H. Murayama, 29th Dec.—Swatow 28th Dec., Tea and General—Osaka Shosen Kaisha.
 FAUSANG, British str., 1,410, H. S. Malkin, 29th Dec.—Proboling 19th Dec., Sugar—Jardine, Matheson & Co.
 HAITAN, British str., 1,183, J. S. Bosch, 29th Dec.—Swatow 28th Dec., General—Douglas, Loppak & Co.
 KAISERIN ELISABETH, Austrian man-of-war, 4,000, Oskar Hanser, 29th Dec.—Saigon.
 KUMRANG, British str., 2,078, E. J. Buller, 29th Dec.—Calcutta, Poanang and Singapore 20th Dec.—General—Jardine, Matheson & Co.
 LAUREN, British str., 1,340, Hampton, 29th Dec.—Saigon 23rd Dec., General—Chinese.
 NANSHAN, British str., 1,299, Allan Jones, 29th Dec.—Saigon 23rd Dec., Rice—Order.
 SUZUYA, German str., 4,500, Kolatz, 29th Dec.—Shanghai 26th Dec., General—Hamburg-Amerika Linie.
 TINGANG, British str., 28th Dec.—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 29th December.
 ANJUT, British str., for Canton.
 Antiochus, British str., for Kolo.
 Bentari, British str., for Nagasaki.
 Haidan, British str., for Swatow.
 Merapi, Dutch str., for Amoy.
 Pingyue, Brit. str., for Shanghai.
 Shishu Maru, Jap. str., for Moji.
 Tingang, British str., for Shanghai.

DEPARTURES.

29th December.
 DENBIGHSHIRE, British str., for Singapore.
 E. P. FERNAND, Australian str., for Singapore.
 FRITHOF, Norwegian str., for Haiphong.
 GORDON, German str., for Europe & Co.
 HAITAN, British str., for Swatow.
 J. DIEDERICHSEN, Ger. str., for Hoihow.
 KIANG PING, Chinese str., for Chinkiang.
 KWONGSANG, British str., for Canton.
 M. JENSEN, German str., for Haiphong.
 TAKASAKI MARU, Japanese str., for Singapore.
 TIVIMARI, Dutch str., for Batavia.

SHIPPING REPORTS.

The British str. *Nanshan* reports: Strong N.E. monsoon and sea.
 The British str. *Anhui* reports: Light monsoon and fine weather.
 The British str. *Kumrang* reports: Strong N.E. monsoon with heavy seas.
 The British str. *Lauren* reports: Strong monsoon and high sea off the Port, moderate monsoon and sea.

VESSELS IN DOCK.

December 29th.
 Kowloon Dock.—H.M.F.S. *Rainha Amelia*, *Hilary*, *Pio Lina*, *Zafiro*, *Robert Leaudy*, *Heungshan*, *Hsia Kong*, *Ascania*.
 COSMOPOLITAN DOCK.—*Pheumpeh*.

TAIKOO DOCK.—*Waku*, *Manchuria*, *Kwaiyang*, *Kueichow*, *Wenchow*, *Shuntien*, *Koschi-chang*.

VESSELS PASSED ANJER.

Dec. 1, British 4m. by *Eclipse*, White, from Hongkong for New York.
 Dec. 4, British str. *Islander*, Deans, Dec. 2, from Christmas Island for Singapore.
 Dec. 6, Dutch str. *Celebes*, Koops, from Amsterdam for Batavia.
 Dec. 8, British by *Unroti*, Hay, from Singapore for Mauritius.
 Dec. 9, Norw. ship, *Patriarch*, Yohansen, from Port Natal for Anjer I. of Sumatra.
 Dec. 9, Dutch str. *Ophir*, de Boer, Dec. 9, from Batavia for Rotterdam.
 Dec. 10, British str. *Franklyn*, Ooo, 12, from Philadelphia for Yokohama.
 Dec. 11, Dutch str. *Kauli*, Eoon, Nov. 6, from Rotterdam for Batavia.
 Dec. 11, Dutch str. *Van Heenskerk*, Arnold, from Europe for Batavia.
 Dec. 12, Dutch str. *Tantalus*, Kondenburg, Nov. 6, from Liverpool for Batavia.
 Dec. 12, Dutch str. *Van der Hagen*, from Europe for Batavia.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON AND ANTWERP.

THE Steamship
 "DENBIGHSHIRE,"
 Captain W. Barrett, will be despatched as above on or about 26th December.
 For Freight or Passage, apply to
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 Hongkong, 30th November, 1909. [1463]

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PASSENGER SERVICE TO LONDON AND ANTWERP.

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"PEMBROKESHIRE" (LATE "SEBURA")
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 "CARMARTHENSHIRE,"

Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about END OF JANUARY, and BEGINNING OF MARCH, respectively.
 N.B. "Pembrokehire" calls at Marseilles.

FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to
 JARDINE, MATHESON & Co., Ltd.,
 AGENTS.
 Hongkong, 14th December, 1909. [1461]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAME. | FLAG & REG. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|---|-------------------|-------------|--------|-----------------------|-------------------------------|--------------------------|
| LONDON & ANTWERP via SINGAPORE, &c. | PALAWAN | Brit. str. | — | C. R. Longdon, R.M.S. | P. & O. S. N. Co. | To-day, at 2 p.m. |
| LONDON &c. via CEAL PORTS OF CALL | DELHI | Brit. str. | — | G. W. Gordon, R.M.S. | P. & O. S. N. Co. | On 8th Jan., at Noon. |
| LONDON, ROTTERDAM & AMSTERDAM | CARDIGANSHIRE | Brit. str. | — | W. O. Tyers | JARDINE, MATHESON & Co., Ltd. | About 19th Jan. |
| LONDON & ANTWERP | DENBIGHSHIRE | Brit. str. | — | W. Barrett | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | BRISGAVIA | Ger. str. | — | Schwinghammer | HAMBURG-AMERIKA LINIE | On 5th Jan. |
| HAYRE, BREMEN & HAMBURG, &c. | SENIGAMBIA | Ger. str. | — | Bekhorn | HAMBURG-AMERIKA LINIE | On 5th Jan. |
| COPENHAGEN & BALTIC PORTS. | SCANDIA | Ger. str. | — | v. Dohren | HAMBURG-AMERIKA LINIE | On 15th Jan. |
| MARSEILLES, &c. via PORTS OF CALL | POLYNESIAN | Frans. str. | — | Broo | MELCHERS & Co. | Middle of Febr. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | TANGIO MARU | Jap. str. | — | A. Christiansen | NIPPON YUSEN KAISHA | On 4th Jan., at 1 p.m. |
| MARSEILLES, HAVRE, COPENHAGEN, &c. | CANTON | Dan. str. | — | F. L. Sommer | MELCHERS & Co. | On 4th Jan., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | KAMO MARU | Jap. str. | — | Brohm | NIPPON YUSEN KAISHA | About 5th Jan. |
| MARSEILLES, ROTTERDAM & TAMBURG, &c. | SITONIA | Brit. str. | — | B. Hayes | HAMBURG-AMERIKA LINIE | On 19th Jan., at D'light |
| MARSEILLES, LONDON & ANTWERP | PEMBROKESHIRE | Brit. str. | — | K. Sato | NIPPON YUSEN KAISHA | On 20th Jan. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | AKI MARU | Jap. str. | — | Filler | NIPPON YUSEN KAISHA | On 2nd Feb., at D'light |
| MARSEILLES & HAMBURG, via STRAITS, &c. | BRASILIA | Ger. str. | — | — | HAMBURG-AMERIKA LINIE | On 10th Feb. |
| NEW YORK | BRANMAR | Brit. str. | — | — | DODWELL & Co., Ltd. | To-day. |
| NEW YORK | WRAY CASTLE | Brit. str. | — | — | DODWELL & Co., Ltd. | On 4th Jan. |
| NEW YORK | VANDALLA | Ger. str. | — | Karberg | HAMBURG-AMERIKA LINIE | On 19th Jan. |
| YANCOUVER via SHANGHAI, JAPAN, &c. | EMPERESS OF JAPAN | Brit. str. | — | — | CANADIAN PACIFIC R. Co. | On 1st Jan., at 7 a.m. |
| YANCOUVER, B.C., TACOMA & SEATTLE via JAPAN | SUVERIC | Brit. str. | — | J. Boyd | DODWELL & Co., Ltd. | On 13th Jan. |
| YANCOUVER via SHANGHAI, JAPAN, &c. | MONTAGLE | Brit. str. | — | — | CANADIAN PACIFIC R. Co. | On 15th Feb., at Noon |
| YANCOUVER, B.C., & SEATTLE, &c. | YAWATA MARU | Jap. str. | — | — | NIPPON YUSEN KAISHA | On 19th Jan. |
| VICTORIA, B.C., & SEATTLE, &c. | NIKO MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 21st Jan., at Noon. |
| TACOMA via JAPAN | SEATTLE MARU | Jap. str. | — | T. Saito | OSAKA SHOSHEN KAISHA | On 25th Feb., at Noon. |
| CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c. | KIYO MARU | Jap. str. | — | — | TOYO KISEN KAISHA | To-morrow, at Daylight |
| AUSTRALIAN PORTS via MANILA | PEINZ SIGISMUND | Ger. str. | — | D. Leuz | MELCHERS & Co. | On 8th Jan., at 4 p.m. |
| AUSTRALIAN PORTS via MANILA | CHANGSHA | Brit. str. | — | G. V. Eidy | BUTTERFIELD & SWIRE | On 21st Jan., at Noon. |
| AUSTRALIAN PORTS via MANILA | YAWATA MARU | Jap. str. | — | T. Sekine | NIPPON YUSEN KAISHA | On 17th Feb., at Noon. |
| AUSTRALIAN PORTS via MANILA | NIKO MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | About 8th Jan. |
| YOKOHAMA AND KOBE | COBLENZ | Ger. str. | — | H. Raegenner | MELCHERS & Co. | On 8th Jan., at D'light |
| KOBE & YOKOHAMA | INABA MARU | Jap. str. | — | R. Takeda | NIPPON YUSEN KAISHA | On 14th Jan., at Noon. |
| NAGASAKI, KOBE & YOKOHAMA | ATSUBA MARU | Jap. str. | — | W. Thompson | NIPPON YUSEN KAISHA | On 19th Jan., at Noon. |
| NAGASAKI, KOBE & YOKOHAMA | NIKO MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | Quick despatch. |
| JAPAN | TIBODAS | Dut. str. | — | Zwart | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 4 p.m. |
| WEIHIWAEI, CHEFOO & CHINWANTAO | CHONGSHING | Brit. str. | — | C. J. Benton, R.M.S. | P. & O. S. N. Co. | About 1st Jan. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | SUMATRA | Brit. str. | — | Martin | JARDINE, MATHESON & Co., Ltd. | On 3rd Jan. p.m. |
| SHANGHAI, KOBE & YOKOHAMA | NERA | Frans. str. | — | — | MELCHERS & Co. | To-day, at 4 p.m. |
| SHANGHAI | KINGSING | Brit. str. | — | G. Meiners | MELCHERS & Co. | About 29th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | DERFFLINGER | Ger. str. | — | — | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| SHANGHAI | CHENAN | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 2nd Jan., at D'light |
| SHANGHAI | ANJUT | Brit. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 2nd Jan., at D'light |
| SHANGHAI | KWONGSANG | Brit. str. | — | F. Wheeler | JARDINE, MATHESON & Co., Ltd. | On 2nd Jan., at D'light |
| SHANGHAI | YANSHING | Brit. str. | — | Sandback | NIPPON YUSEN KAISHA | On 4th Jan. |
| SHANGHAI, MOJI & KOBE | TOZOH MARU | Jap. str. | — | R. Smith | HAMBURG-AMERIKA LINIE | On 5th Jan., at D'light |
| SHANGHAI, KOBE & YOKOHAMA | BRASILIA | Ger. str. | — | Schwinghammer | OSAKA SHOSHEN KAISHA | On 6th Jan., at 4 p.m. |
| SHANGHAI via SWATOW, AMOY & FOOCHEW | BUJUN MARU | Jap. str. | — | Y. Fuseno | BUTTERFIELD & SWIRE | On 7th Jan., at 4 p.m. |
| SHANGHAI | LENAN | Brit. str. | — | C. Lindbergh | P. & O. S. N. Co. | About 7th Jan. |
| SHANGHAI | DEVANHA | Brit. str. | — | H. Powell | BUTTERFIELD & SWIRE | On 9th Jan., at D'light |
| SHANGHAI | CHINSHA | Brit. str. | — | — | HAMBURG-AMERIKA LINIE | On 15th Jan. |
| SHANGHAI, KOBE & YOKOHAMA | SEGOVIA | Ger. str. | — | Sachs | MELCHERS & Co. | On 21st Jan., at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | INDIEN | Dan. str. | — | — | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | FOOKSANG | Brit. str. | — | Juriansane | JAVA-CHINA-JAPAN LYN | On 5th Jan., at 8 a.m. |
| SHANGHAI | SILUWONG | Dut. str. | — | K. Segi | OSAKA SHOSHEN KAISHA | To-day, at 10 a.m. |
| SWATOW via SWATOW & AMOY | SORU MARU | Jap. str. | — | H. Murayama | DOUGLAS LAFRAIK & Co. | On 2nd Jan., at 10 a.m. |
| TAMUI via SWATOW & AMOY | DAIG MARU | Brit. str. | — | J. S. Bosch | DOUGLAS LAFRAIK & Co. | On 2nd Jan., at 10 a.m. |
| SWATOW, AMOY & FOOCHEW | HAITAN | Brit. str. | — | Evans | DOUGLAS LAFRAIK & Co. | On 4th Jan., at 10 a.m. |
| SWATOW | HAIXANG | Brit. str. | — | Hodgins | SHEWAN, TOMES & Co. | To-morrow, at 5 p.m. |
| MANILA | RUBI | Brit. str. | — | R. W. Almon | JARDINE, MATHESON & Co., Ltd. | On 4th Jan., at 3 p.m. |
| MANILA | YUENSANG | Brit. str. | — | P. H. Rolfe | JARDINE, MATHESON & Co., Ltd. | On 7th Jan., at 4 p.m. |
| MANILA | TEAN | Brit. str. | — | A. W. Outerbridge | SHEWAN, TOMES & Co. | On 8th Jan., at Noon. |
| MANILA | LOONGSANG | Brit. str. | — | S. J. Payne | BUTTERFIELD & SWIRE | On 11th Jan., at 3 p.m. |
| MANILA | ZAFIRO | Brit. str. | — | R. Rodger | JARDINE, MATHESON & Co., Ltd. | On 5th Jan., at Noon. |
| MANILA | TAMING | Brit. str. | — | Penfather | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| SANDAKAN | MAUSANG | Brit. str. | — | Weigall | JARDINE, MATHESON & Co., Ltd. | On 5th Jan., at Noon. |
| BOMBAY via SINGAPORE & COLOMBO | TOKA MARU | Jap. str. | — | Y. Nomura | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| SINGAPORE, PENANG & CACUTTA | YAMASAGI | Jap. str. | — | M. B. Lake | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| SINGAPORE, PENANG & CACUTTA | KUMSANG | Brit. str. | — | E. J. Bull | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| BATAVIA, CHERIBON, SAMARANG, &c. | TIVIMARI | Dut. str. | — | Bonmar | JAVA-CHINA-JAPAN LYN | Quick despatch. |

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

| FOR | STREAMERS | TO SAIL |
|--|------------------------------------|-------------------------------|
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "DERFFLINGER" Capt. G. MEINERS | About Wed'day, 29th December |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" Capt. D. LENZ | Friday, 31st Dec., at D'light |
| YOKOHAMA & KOBE | "COBLENZ" Capt. H. RAEGENER | About Saturday, 8th January. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 20th December, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|--------------|------------------------|
| SUVERIC | 6,232 | S. Shotton | On 13th January, 1910. |
| OCEANO | 4,657 | F. W. Davies | On 10th February. |
| KUMERIC | 6,232 | J. Mahie | On 14th March. |
| ATMERIC | 4,353 | J. Boyd | On 7th April. |

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 Hongkong, 8th December, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN
 VIA SHANGHAI.

| FOR | STREAMERS | TO SAIL |
|---------------------------|----------------------------|----------------------|
| SHANGHAI, KOBE & YOKOHAMA | "NERA" Capt. Martin | On 3rd Jan., P.M. |
| MARSEILLES via PORTS | "POLYNESIAN" Capt. Broo | On 4th Jan., 1 p.m. |
| SHANGHAI, KOBE & YOKOHAMA | "TOURANE" Capt. Bourge | On 17th Jan., P.M. |
| MARSEILLES, via PORTS | "OCEANIAN" Capt. Seller | On 18th Jan., 1 p.m. |

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,

Hongkong, 22nd December, 1909.

Queen's Building, 2

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.
 "EMPRESS OF JAPAN" SAT., 1st Jan.
 "EMPRESS OF CHINA" SAT., 29th Jan.
 "MOVIEAGLE" TUESDAY, 15th Feb.
 "EMPRESS OF INDIA" SAT., 26th Feb.
 "EMPRESS OF JAPAN" SAT., 26th Mar.
 "EMPRESS OF CHINA" SAT., 23rd April.

From St. John, N.B.
 "ALLAN LINE" FRIDAY, 28th Jan.
 "EMPRESS OF IRELAND" FRI., 25th Feb.
 "EMPRESS OF IRELAND" FRI., 25th Mar.
 "EMPRESS OF IRELAND" FRI., 22nd Apr.
 "EMPRESS OF IRELAND" FRI., 20th May

"Empress" Steamships leave HONGKONG at 7 A.M.

"Monteagle" "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Peddar Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
 (WITH LICENSE TO CALL AT MALACCA COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 "BRANMAR" ... 30th Dec.
 "WRAY CASTLE" ... 4th Jan.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 28th December, 1909.

[1495-1540]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
 Captain G. W. Gordon, R.M.S., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, 8th January, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MORNA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "DELHI," due in London on the 19th February, 1910. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 27th December, 1909. [1]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

Captain W. O. Tyers, will be

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|----------|-------------------|----------------------|
| LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES | PALAWAN | 2 P.M., 30th Dec. | Freight and Passage. |
| SHANGHAI MOJI, KOBE and YOKOHAMA | SUMATRA | About 1st Jan. | Freight and Passage. |
| SHANGHAI | DEVANHA | About 7th Jan. | Freight and Passage. |
| LONDON via USUAL PORTS OF CALL | DELHI | Noon, 8th Jan. | See Special of Call. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th December, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|------------|----------------------|
| SHANGHAI | "CHENAN" | On 30th Dec., 4 P.M. |
| SHANGHAI | "ANHUI" | On 2nd Jan., D'light |
| MANILA | "TEAN" | On 4th Jan., 3 P.M. |
| MANILA | "LINAN" | On 6th Jan., 4 P.M. |
| MANILA | ZAMBOANGA | On 8th Jan., 4 P.M. |
| THURSDAY ISLAND, COOK- TOWN, CAIRNS, SYDNEY VILLAGE, BRISBANE, SYDNEY with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | "CHANGSHA" | On 8th Jan., 4 P.M. |
| SHANGHAI | "CHINHUA" | On 9th Jan., D'light |
| MANILA | "TAMING" | On 11th Jan., 3 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 30th December, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING |
|------------|--------------------------|--------------------------------------|
| "HAITAN" | SWATOW, AMOY and FOCHOW. | THURSDAY, 30th Dec., at 10 A.M. |
| "HAIMUN" | SWATOW | SUNDAY, 2nd Jan., at 10 A.M., 1910. |
| "HAITYANG" | SWATOW, AMOY and FOCHOW. | TUESDAY, 4th Jan., at 10 A.M., 1910. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th December, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|---|----------|-----------------------|
| MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALIC PORTS | "CANTON" | About 5th Jan., 1910. |
| SHANGHAI, YOKOHAMA and KOBE | "INDIEN" | On 17th Jan. |
| COPENHAGEN and BALIC PORTS | "INDIEN" | Middle of Feb., " |

For Further Particulars apply to

MELCHERS & CO.,

Hongkong, 11th December, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|-------------------------------------|---------------|-----------------------------|
| SHANGHAI | "KINGSING" | Thursday, 30th Dec., 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "NANSANG" | Friday, 31st Dec., Noon. |
| MANILA | "YUENSANG" | Friday, 31st Dec., 4 P.M. |
| WEI HAI WEI, CHEFOO & CHIN WANG TAO | "CHEONGSHING" | Friday, 31st Dec., 4 P.M. |
| SHANGHAI | "KWONGSANG" | Sunday, 2nd Jan., D'light |
| SINGAPORE, PENANG & CALCUTTA | "YATSHING" | Sunday, 2nd Jan., D'light |
| SANDAKAN | "MAUSANG" | Wed' day, 5th Jan., Noon. |
| MANILA | "LOONGSANG" | Friday, 7th Jan., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOI | "FOOKSANG" | Friday, 21st Jan., Noon. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KINGSING," "NANSANG" and "YUENSANG" leave about every 6 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 216, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 30th December, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

| FOR SHANGHAI, KOBE & YOKOHAMA: | FOR ROTTERDAM, HAMBURG & ANTWERP: |
|-------------------------------------|--------------------------------------|
| S.S. BRASILIA ... 5th Jan. | S.S. BRISGAVIA ... 5th Jan. |
| S.S. SEGOVIA ... 15th Jan. | FOR HAVRE & BREMEN: |
| S.S. SAMBIA ... 2nd Febr. | S.S. BENEGAMBIA ... 5th Jan. |
| S.S. ANDALUSIA ... 9th Febr. | S.S. SCANDIA ... 15th Jan. |
| S.S. SAXONIA ... 17th Febr. | FOR MARSEILLES, ROTTERDAM & HAMBURG: |
| S.S. C. FERD. LAEISZ ... 27th Febr. | S.S. SITHONIA ... 20th Jan. |
| S.S. AMBRIA ... 12th March. | FOR MARSEILLES & HAMBURG: |
| | S.S. BRASILIA ... 10th Febr. |
| | FOR NEW YORK: |
| | S.S. VANDALIA ... 19th Jan. |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st December, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

1910,

S.S. KIYO MARU ... 9,500 tons gross ... Sail Feb. 26th, at Noon.

S.S. BUOY MARU ... 6,000 " " " " April 27th, at Noon.

S.S. AMERICA MARU ... 6,000 " " " " " " " "

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATION. | STEAMERS. | TONS. | SAILING DATES. |
|--|------------------------------------|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | TANGO MARU Capt. A. Christensen | 8,000 | WED'DAY, 5th Jan., at Daylight. |
| | KAMO MARU Capt. F. L. Sommer | 9,000 | WED'DAY, 19th Jan., at Daylight. |
| | AKI MARU Capt. K. Sato | 7,000 | WED'DAY, 2nd Feb., at Daylight. |

| | | | |
|--|----------------------------|-------|-----------------------------------|
| VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 13th Jan., connects) | AWA MARU Capt. A. Koith | 6,500 | WED'DAY, 19th Jan. from YOKOHAMA. |
|--|----------------------------|-------|-----------------------------------|

| | | | |
|---|-------------------------------|-------|---------------------------------|
| VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects) | SANUKI MARU Capt. K. Homma | 6,500 | SATURDAY, 29th Jan., from KOBE. |
|---|-------------------------------|-------|---------------------------------|

| | | | |
|--|--------------------------------|-------|--------------------------------|
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU Capt. T. Sekine | 5,000 | FRIDAY, 21st Jan., at Noon. |
| | NIKKO MARU Capt. M. Yagi | 6,000 | THURSDAY, 17th Febr., at Noon. |

| | | | |
|-------------------------|-------------------------------|-------|-----------------------|
| SHANGHAI, MOJI and KOBE | TOTOMI MARU Capt. R. Smith | 4,500 | TUESDAY, 4th January. |
|-------------------------|-------------------------------|-------|-----------------------|

| | | | |
|-------------------|-------------------------------|-------|----------------------------------|
| KOBE and YOKOHAMA | INABA MARU Capt. R. Takeda | 6,500 | SATURDAY, 8th Jan., at Daylight. |
|-------------------|-------------------------------|-------|----------------------------------|

| | | | |
|----------------------------------|------------------------------|-------|------------------------|
| BOMBAY via SINGAPORE and COLOMBO | TOSA MARU Capt. Y. Nomura | 6,000 | TUESDAY, 11th January. |
|----------------------------------|------------------------------|-------|------------------------|

| | | | |
|-----------------------------|-----------------------------------|-------|-----------------------------|
| NAGASAKI, KOBE and YOKOHAMA | ATSUTA MARU Capt. Wm. Thompson | 9,000 | FRIDAY, 14th Jan., at Noon. |
|-----------------------------|-----------------------------------|-------|-----------------------------|

| | | | |
|-----------------------------|-----------------------------|-------|------------------------------|
| NAGASAKI, KOBE and YOKOHAMA | NIKKO MARU Capt. M. Yagi | 6,000 | WED'DAY, 19th Jan., at Noon. |
|-----------------------------|-----------------------------|-------|------------------------------|

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 30th December, 1909.

T. KUSUMOTO, MANAGER.

[15]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|----------------------|
| RUBI | 2540 | R. W. Almond | Manila | On 31st Dec., 5 P.M. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 8th Jan., Noon. |

For Freight or Passage apply to

HONGKONG, 29th December, 1909.

SHEWAN TOMES & Co.,

General Managers. [14]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

Japan Office—14, WATER STREET, YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO. | Leave HONGKONG. | Connecting Steamers from COLOMBO to MARSEILLES & LONDON. | Due MARSEILLES (Brindisi 2 days earlier). | Due PLYMOUTH (London 1 day later). |
|----------------------|-----------------|--|---|------------------------------------|
| Steamer | Tons | Steamer | Tons | |
| ARCADIA | 7000 | MANITUA | 11000 | SATURDAY |
| ASSAYE | 7500 | CHINA | 8000 | FRIDAY |
| DELTA | 8000 | MALWA | 11000 | March 5 |
| | | (Through Steamer calling at Bombay) | | March 19 |
| MACEDONIA | 10500 | | | April 2 |
| DEVANHA | 8000 | MONGOLIA | 10500 | April 16 |
| ASSAYE | 7500 | NARMORA | 10500 | April 30 |
| DELTA | 8000 | MOREA | 11000 | May 14 |
| DELHI | 8000 | MOOLTAN | 10000 | May 28 |
| | | | | June 3 |
| | | | | June 18 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd £48.8 £72.12

In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave HONGKONG. | Due LONDON. |
|------------|-----------------|-------------|
| • SYRIA | about | about |
| • SUMATRA | January | March |
| • NYANZA | February | March |
| • SUNDA | February | April |
| • MALTA | March | May |
| • SARDINIA | April | June |
| • NORE | May | July |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|------------------------------------|-----------------------------------|-------------------|-----------------------------------|
| TACOMA via MOJI, KOBE and YOKOHAMA | "SEATTLE MARU" Capt. T. Saito. | 6,182 | FRIDAY, 21st Jan., at Noon, 1910. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|------------------------------------|-----------------------------------|----------------------------------|
| TAMSUI via SWATOW, & AMOY | "DAIGI MARU" Capt. M. MURAYAMA | SUNDAY, 2nd Jan., at 10 A.M. |
| ANPING via SWATOW, & AMOY | "SOSHU MARU" Capt. K. SUGI | WED'DAY, 5th Jan., at 8 A.M. |
| SHANGHAI via SWATOW, AMOY & FOCHOW | "BUJUN MARU" Capt. Y. FUSENO | THURSDAY, 6th Jan., at Daylight. |

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cabin. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

[877]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL

FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch.

Telegrams: "Labor Labuan." BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [1406]

HONGKONG TIDE TABLE.

From Dec. 30th to 6th Jan., 1910.

| HIGH WATER. | Low WATER. |
|-------------|------------|
| Hour | Hour |
| 31 | 31 |
| 32 | 32 |
| 33 | 33 |
| 34 | 34 |
| 35 | 35 |
| 36 | 36 |
| 37 | 37 |
| 38 | 38 |
| 39 | 39 |
| 40 | 40 |
| 41 | 41 |
| 42 | 42 |
| 43 | 43 |
| 44 | 44 |
| 45 | 45 |
| 46 | 46 |
| 47 | 47 |
| 48 | 48 |
| 49 | 49 |
| 50 | 50 |
| 51 | 51 |
| 52 | 52 |
| 53 | 53 |
| 54 | 54 |
| 55 | 55 |
| 56 | 56 |
| 57 | 57 |
| 58 | 58 |
| 59 | 59 |
| 60 | 60 |

Highest open air Temperature on 28th 68

GEBRUEDER SCHUSTER MARKNEUKIRCHEN.

VIOLINS, VIOLAS, VIOLINCELLOS, GUITARS, LUTES,
MANDOLINES, OF EXCELLENT QUALITY.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

NEW YEAR'S HOLIDAYS.

On Saturday, the 1st, and on Monday, the 3rd of January, 1910, the office will be open from
8 till 9 a.m. In the event of the arrival of the French Mail from Europe on the 3rd January,
the Post Office will open for one hour only for the delivery thereof.
There will be one delivery and one collection of letters on Sunday, and the Money Order
Office will be entirely closed on the above dates.

Postal Guides for the Year 1910, are now on sale ... 50 cents each.

The Siberian mail will in future be sent from Shanghai to Dalny via Chifoo if no steamer
is available from Shanghai to Dalny direct.

The *Derfflinger* with the German Mail of the 1st inst., left Singapore on Saturday, the 25th
inst., at 5 p.m., and may be expected here to-day.

The *Nera*, with the French mail of the 3rd December, left Singapore on Tuesday, the 28th
inst., at 6 a.m., and may be expected here on or about Tuesday, the 4th Jan., at a.m. This
packet brings replies to letters despatched from Hongkong on the 30th October.

| FOR | PER | DATE |
|---|---|---|
| Quang Chow Wan | Hoiching | Thursday, 30th, 9.00 A.M. |
| Satow, Amoy and Fochow | Haitan | Thursday, 30th, 9.00 A.M. |
| Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle | Antiochia | Thursday, 30th, 11.00 A.M. |
| Amoy | Moropi | Thursday, 30th, 11.00 A.M. |
| Singapore, Penang and Colombo | Palawan | Thursday, 30th, 11.00 A.M. |
| Shanghai | Sai Tai | Thursday, 30th, 1.15 P.M. |
| Shanghai | Kingsing | Thursday, 30th, 3.00 P.M. |
| Singapore | Chenan | Thursday, 30th, 3.00 P.M. |
| Manila | Dorwent | Thursday, 30th, 3.00 P.M. |
| Manila | Suevia | Thursday, 30th, 4.00 P.M. |
| Manila | Suavia | Thursday, 30th, 5.00 P.M. |
| Manila | Amigo | Thursday, 30th, 5.00 P.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Prin's Sigismund | Thursday, 30th, 5.00 P.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Mathilde | Friday, 31st, 9.00 A.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Hanoi | Friday, 31st, 10.00 P.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Nansang | Friday, 31st, 10.00 A.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Printed Matter and Samples | Registration ... 10.00 A.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Registration, with late fee of 10 cents, up to 10.45 A.M. | Registration, Kowloon B.O. ... 10.00 A.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | No late fee. | Letters ... 11.00 A.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Sai Tai | Friday, 31st, 1.15 P.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Braemar | Friday, 31st, 2.00 P.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Yuenyang | Friday, 31st, 3.00 P.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Chongching | Friday, 31st, 3.00 P.M. |
| Manila, Yip, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Zafiro | Friday, 31st, 4.00 P.M. |

"LOTUS"

BLEND TEA.

RICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

TO-DAY.

3 P.M.—Extraordinary General Meeting, China Light and Power Co., Ltd.
3 P.M.—Auction of the late Gunboat "Rio Lima" by Messrs. Hughes & Hough.
9 P.M.—Bundmann No. 1 Comedy Co. at Theatre Royal—"Facing the Music."

FORTHCOMING EVENTS.

Friday, 31st Dec.—Hongkong Dock Dance and a Dance given by Commodore & Mrs. Lyon on the *Tamar*.
Saturday, 1st January—Fifth Annual Sports of Children's Races, Kowloon Cricket Club.
Monday, 3rd Jan.—Bank Holiday.
Thursday, 6th Jan.—Auction of Old and Condemned P. W. D. Stores, by Messrs. Hughes & Hough.
Thursday, 10th Feb.—China New Year.
Tuesday, 15th Feb.—Hongkong Jockey Club Races Begin.

OPIMUM.

Quotations are:—
December 29th.
Malwa New ... \$1,370/1,400 per picul.
Malwa Old ... \$1,410/1,420 "
Malwa Older ... \$1,430/1,440 "
Malwa V.O. ... \$1,450/1,460 "
Persian fine quality ... \$1,100/1,200 "
Persian extra fine ... \$1,250/1,300 "
Patna New ... \$1,400 per chest.
Patna Old ... \$1,425 "
Benares New ... \$1,452 "
Benares Old ... "

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1909. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 9th August, 1909.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

December 29th.

| | |
|-----------------------------------|---------|
| ON LONDON— | 194 |
| Telegraphic Transfer | 194 |
| Bank Bills, on demand | 194 |
| Bank Bills, at 30 days' sight | 194 |
| Bank Bills, at 4 months' sight | 194 |
| Bank Bills, at 6 months' sight | 194 |
| Documentary Bills 4 months' sight | 194 |
| ON PARIS— | 226 |
| Bank Bills, on demand | 226 |
| Credits, at 4 months' sight | 230 |
| ON GERMANY— | 184 |
| On demand | 184 |
| ON NEW YORK— | 43 |
| Bank Bills, on demand | 43 |
| Credits, at 60 days' sight | 45 |
| ON BOMBAY— | 133 |
| Telegraphic Transfer | 133 |
| Bank, on demand | 133 |
| ON CALCUTTA— | 133 |
| Telegraphic Transfer | 133 |
| Bank, on demand | 133 |
| ON SHANGHAI— | 75 |
| Bank, at sight | 75 |
| Private, 30 days' sight | 75 |
| ON YOKOHAMA— | 88 |
| On demand | 88 |
| ON MANILA— | 76 |
| On demand | 76 |
| ON SINGAPORE— | 102 |
| On demand | 102 |
| ON BATAVIA— | 81 |
| On demand | 81 |
| ON HATYONG— | 8 |
| On demand | 8 |
| ON BANGKOK— | 85 |
| On demand | 85 |
| SOVEREIGNS, Bank's Buying Rate | \$11.10 |
| GOLD LEAF, 100 fine, per tola | \$57.90 |
| SILVER, per oz. | 24 |

SUBSIDIARY COINS.

| | |
|-----------------------------|-----------------|
| Chinese ... 20 cents pieces | \$7.85 discount |
| Chinese ... 10 " | \$8.27 " |
| Hongkong ... 20 " | \$7.64 " |
| Hongkong ... 10 " | \$7.02 " |

The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE.



IN 50'S & 100'S
HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, DECEMBER 29TH, 1909.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTA- TIONS CASE. |
|--|-------------------|----------|----------------|-------------------------------|
| BANKS.— | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$1,000, sales |
| National Bank of China, Limited | 99,925 | \$7 | \$6 | \$65, buyers |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | \$10, buyers |
| China Borneo Company, Limited | 60,000 | \$12 | \$12 | \$124, sellers |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$9, buyers |
| China Provident Loan & Mortgage Co., Ltd. | 200,000 | \$1 | \$1 | \$9.50, sellers |
| COTTON MILLS.— | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 135. |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | \$10 | \$64. |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 73. |
| Loou-Kung-Mow C. Spin. & Weav. Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 110. |
| Soy Chee Cotton Spinning Co., Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 425. |
| DAIRY FARM COMPANY, LIMITED | 40,000 | \$7 1/2 | \$6 | \$15 1/2, sellers |
| DOCK AND WHARVES.— | | | | |
| Hongkong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$61, sellers |
| Hongkong & Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$51 1/2, sellers |
| New Amoy Dock Co., Limited | 10,000 | \$63 | \$63 | \$9, sellers |
| Shanghai Dock and Engineering Co., Ltd. | 36,000 | Tls. 100 | Tls. 100 | Tls. 76. |
| Shanghai and Hongkong Wharf Co., Ltd. | 18,000 | \$25 | \$25 | \$11, sellers |
| GREEN ISLAND CEMENT CO., LIMITED | 400,000 | \$10 | \$10 | \$7 1/2. |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | \$10 | \$210, buyers |
| Hongkong Electric Co., Limited | 60,000 | \$10 | \$10 | \$20, buyers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$77 1/2, buyers |
| Hongkong Ice Company, Limited | 8,000 | \$25 | \$25 | \$45, buyers |
| Hongkong Ropes Manufacturing Co., Limited | 5,000 | \$25 | all | \$180, sellers |
| INSURANCES.— | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | \$145. |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$118, sellers |
| China Traders Insurance Co., Limited | 24,000 | \$83.33 | \$25 | \$92, buyers |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$50 | \$370, buyers |
| North China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 112 1/2. |
| Union Insurance Society, Limited | 12,400 | \$250 | \$50 | \$230. |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$50 | \$230. |
| LANDS AND BUILDINGS.— | | | | |
| Hongkong Land Invest. Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$102, sales |
| Humphreys Estate and Finance Co., Ltd. | 150,000 | \$10 | \$10 | \$4, sellers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$50 | \$30, sellers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 120. |
| West Point Building Co., Limited | 12,500 | \$50 | \$50 | \$44, sellers |
| MINING.— | | | | |
| Société Française des Charbon de Tonkin | 16,000 | Fcs. 250 | 16/10 | \$625, buyers |
| Raub Australian Gold Mining Co., Ltd. | 200,000 | \$1 | \$1 | \$63, sellers |
| Peak Tramways Co., Limited | 25,000 | \$10 | \$1 | \$134, sellers |
| Philippine Co., Limited | 50,000 | \$10 | \$10 | \$1.30, sellers |
| REFINERIES.— | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$157, buyers |
| Lazou Sugar Refining Co., Limited | 7,000 | \$100 | \$100 | \$21, sellers |
| Robinson Piano Co., Limited | 4,000 | \$50 | \$50 | \$50, sellers |
| STEAMSHIP COMPANIES.— | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | \$25 | \$8, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | \$50 | \$30. |
| Hongkong, Canton & Macao S.S. Co., Ltd. | 80,000 | \$15 | \$15 | \$32, buyers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 pref. | \$5 | all | \$42 1/2, b. / \$5.10. |
| Shell Transport & Trading Co., Limited | 2,000,000 | \$1 | \$1 | \$1, buyers |
| Star Ferry Company, Limited | 10,000 | \$10 | \$10 | \$36, buyers |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | \$144, sellers |
| Steam Laundry Company, Limited | 20,000 | \$5 | \$5 | \$5, sellers |
| STORES AND DISPENSARIES.— | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$10. |
| Wm. Powell, Limited | 15,000 | \$7 | \$7 | \$3, sellers |
| Watkins, Limited | 10,000 | \$10 | \$10 | \$5, sellers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | \$10 | \$7 1/2, sellers |
| Weissmann, Limited | 3,000 | \$10 | \$10 | \$10, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 ordy. | \$10 | \$10 | \$124, sellers |
| Union Waterboat Co., Limited | 100 fiders | \$10 | \$10 | \$300. |
| RUBBERS.— | | | | |
| Balgownie | — | — | — | \$80 (Sts.) |
| Pegolia | — | — | — | \$22 |
| Anglo-Malays | — | — | — | 15/6 |
| Castelfields, fully paid | — | — | — | \$6-6-0, buyers |
| Consolidated Malays | — | — | — | \$4-0-0, buyers |
| Damansara | — | — | — | 67/7, buyers |
| Highlands and Lowlands | — | — | — | 32/2 prem. |
| Kamunings | — | — | — | 105/1, sal. & buy. |
| Kuala Lumpur | — | — | — | 50/ |
| Ledbury's | — | — | — | 25/6 buyers |
| Linggis | — | — | — | 22/6, buyers |
| Sapong | — | — | — | 30/ |
| Shefford | — | — | — | 71/1, sellers |
| Sungei-pas Ka | — | — | — | — |
| Loans. | | | | |
| Chinese Imperial 1885 | Tls. 767,200 | Tls. 250 | 7 1/2 p. annum | Par. |

VERNON & SMYTH, Share-Brokers

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed AT THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "Mooltan" and

"Egypt."

From Australia, ex s.s. "Moldavia."

From Persian Gulf, ex B. I. S. N. and

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours.

Goods not cleared by the 30th inst., at 4 p.m.,

will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee's and

the Company's representative at an appointed

hour. All claims must be presented within ten

days of the steamer's arrival here, after which

date they cannot be recognised. No claims will

be admitted after the Goods have left the

Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 23rd December, 1909. [1]

EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM."

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the haz-

ardous and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, and West Point

Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 31st inst. will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on 31st inst., at 9.30 A.M.

All claims must reach us before the 4th Jan.,

or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

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